



US Army Corps  
of Engineers  
Rock Island District

# PUBLIC NOTICE

Applicant: Iowa Department of Transportation

Date: February 23, 2004  
Expires: March 23, 2004

CEMVR-OD-P-454880

Section 404

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**Joint Public Notice  
US Army Corps of Engineers  
Iowa Department of Natural Resources**

1. Applicant. Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010.
2. Locations.
  - a. Project Location: Little Cedar Creek, unnamed tributaries to Little Cedar Creek, Sugar Creek, unnamed tributaries to Sugar Creek, and various adjacent wetlands in Sections 4, 5, 6, 8, 9, 16, 17, 20, 21, 28, and 29, Township 72 North, Range 13 West, Sections 30 and 31, Township 73 North, Range 13 West, and Section 25, Township 73 North, Range 14 West, Wapello County, Iowa.
  - b. Wetland Mitigation Location: A hay field in Section 10, Township 71 North, Range 14 West, Wapello County, Iowa.
3. Project Description. The Iowa Department of Transportation (the applicant) proposes to construct a 7.3-mile-long U.S. Highway 63 bypass of Ottumwa, Iowa. This project will begin north of Ottumwa at the intersection of U.S. 63 and IA 149 and will end at U.S. 34 at the southeast corner of Ottumwa. The bypass will be a four-lane divided highway on a new alignment around the east side of Ottumwa. The new highway will have 24-foot-wide roadways with six-foot-wide inside and 10-foot-wide outside shoulders and a 64 to 68-foot-wide median. Side roads will also be improved as they connect to the new highway. The construction will include four interchanges, four borrow excavations, nine stream crossings, shaping and relocation of streams, wetland crossings, pond crossings, stream mitigation, wetland mitigation, and pond mitigation. The purpose of this project is to improve safety and efficiency on this segment of U.S. 63.
  - a. Interchanges. Four interchanges will be constructed with this project. The intersection at the north end of the project is currently a half-diamond interchange. The half-diamond will be expanded to a full diamond. Full diamond interchanges will also be constructed at Dahlonga Road and at Pennsylvania Avenue. At the southern end of this project a combination diamond/trumpet interchange will be constructed at the intersection of U.S. 63 and U.S. 34.
  - b. Borrow Excavations. Each of the four borrow sites proposed for this project is along the new alignment. The northern-most borrow (Borrow 1) will create a pond and will impact 0.13 acres of wetland. The other three borrows are designed to drain and will not impact any wetlands. Each of the four sites will be stripped of topsoil before borrow excavation begins. Once borrow excavation is complete, the topsoil will be returned to all excavated areas that are not covered with water.
  - c. Stream Crossings. Of the nine regulated streams being crossed with this project, only two have drainage areas of one-square-mile or more (Sugar Creek and Little Cedar Creek). Sugar Creek will be crossed using twin 395-foot-long pretensioned, prestressed concrete beam bridges. Twin 10-foot-high, 10-foot-wide, and 261-foot-long reinforced box culverts will be constructed to cross Little Cedar Creek. The remaining crossings will be made using new pipe and concrete box culverts and by extending an existing concrete box culvert. Temporary stream crossings may be necessary at some sites to facilitate construction. The temporary crossings will be protected with rock and will be designed to pass all expected high flows. Each temporary stream crossing will be completely removed when the construction of the permanent crossing is complete.

d. Shaping and Relocation of Streams. To facilitate the stream crossings, all 9 streams will be modified. All the crossings but the bridged crossing of Sugar Creek will involve the loss of open channel. The Sugar Creek crossing involves only the shaping of the channel under the new bridges for a distance of 279 feet. The other eight crossings will require the relocation of stream channels. The relocations on perennial stream channels will result in the replacement of 407.0 feet of existing open channel with 261.0 feet of culvert and 115.5 feet of new open channel. The relocations on smaller streams with discontinuous flows will result in the replacement of 4,764.3 feet of existing open channel with 2,830.0 feet of culvert and 1,671.4 feet of new open channel. All the replaced channel segments will be filled.

e. Wetland Crossings. This project will result in the loss of 1.06 acres of regulated wetland and 0.94 acre of non-regulated wetlands. The regulated wetlands include 1.0 acre of emergent wetland and 0.06 acre of forested wetland. Losses to the wetlands will result from the placement of roadway embankment and the construction of roadside ditches.

f. Pond Crossings. The construction of this project will result in the filling of 5.45 acres of open water at 9 different pond sites.

g. Stream Mitigation. The applicant proposes to compensate for adverse stream impacts with the installation of eight stone in-stream riffle structures and with plantings. The riffle structures will be constructed on the largest of the impacted streams and will be designed to be fish passable. Each riffle structure will be keyed into the stream banks and will have 4:1 (horizontal:vertical) upstream slopes and 20:1 downstream slopes. Proposed riffle locations are shown on sheets 1, 3, and 4 of 5. Plantings will include live willow and/or dogwood stakes (as bank stabilization) at eight locations (totaling 360 linear feet) along new open channels and the seeding of all new stream banks with native grass and forb species.

h. Wetland Mitigation. The applicant will compensate for wetlands lost due to this project by restoring an additional 3.0 acres of emergent wetland on the 15.0-acre wetland mitigation site that was authorized under permit number 436110-1 for the reconstruction of a segment of U.S. Highway 34. The mitigation for this project (the restoration of 2.83 acres of emergent wetland and 0.17 acres of forested wetland) and the mitigation for permit number 436110-1 (the restoration of 1.42 acres of emergent wetland and 1.62 acres of forested wetland) totals 6.04 acres. The 6.04 acres will include 4.25 acres of emergent wetland and 1.79 acres of forested wetland. The 15.0-acre site is bottomland and is approximately 5.5 miles southwest of the highway project's southern end. Approximately 12.0 acres of the site is currently managed for the production of hay. The remainder is composed of field borders and a wooded area along Village Creek. The wetlands will be restored by removing the existing forage crops, by planting native wetland vegetation, and by locating and removing all tile lines to restore wetland hydrology. To further improve overall site hydrology, shallow grading will be performed and a short berm (1-1.5 feet high) will be constructed across the bottom of the property. Outflow from the site to Village Creek will be controlled via a stop log structure and emergency spillways. Upland areas of the property will be seeded to native grasses and forbs or planted to native tree and shrub species.

i. Pond Mitigation. The applicant proposes to compensate for impacts to ponds by constructing 22 acres of open water on the north end of the project at borrow 1. The 22 acres will have a maximum water depth of approximately 20 feet.

#### 4. Agency Review and Where to Reply.

a. Department of the Army, Corps of Engineers. The Department of the Army application is being processed under the provisions of Section 404 of the Clean Water Act (33 U.S.C. 1344).

b. State of Iowa. The project plans have been submitted to the Iowa Department of Natural Resources for state certification of the proposed work in accordance with Section 401 of the Clean Water Act. The certification, if issued, will express the Department's opinion that the proposed activity will comply with Iowa's water quality standards (Chapter 61 IAC). The applicant has also applied for authorization of work in the floodplain pursuant to Chapter 455B of the Iowa Code and other applicable state permits. Written comments concerning possible impacts to waters of Iowa should be addressed to: Iowa Department of Natural Resources, 900 East Grand Avenue, Des Moines, Iowa 50319. A copy of the comments should be provided to the Corps of Engineers office (see paragraph 4.a. of this public notice for address).

5. Historical/Archaeological. Compliance with Section 106 of the National Historic Preservation Act for this permit action has been fully addressed under the "Programmatic Agreement Among the Iowa Department of Transportation; Iowa Division, Federal Highway Administration; and the Iowa State Historic Preservation Officer" dated July 2002. As a consequence, the Corps has determined that issuance of this permit will have no effect on historic properties listed on, or eligible for listing on the National Register of Historic Places.

6. Endangered Species. District staff have performed a preliminary review of this application for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. Our preliminary determination is that the proposed activity is not likely to adversely affect any listed species or critical habitat. Therefore, no formal consultation has been initiated with the United States Fish and Wildlife Service at this time. However, this preliminary determination is subject to change should further information become available.

7. Dredge/Fill Material Guidelines. The evaluation of the impact of the proposed activity on the public interest will also include application of the guidelines promulgated by the Administrator of the United States Environmental Protection Agency under authority of Section 404(b) of the Clean Water Act (40 CFR Part 230).

8. Public Interest Review. The decision whether to issue the Corps permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

9. Who Should Reply. The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. These statements should be submitted on or before the expiration date specified at the top of page 1. These statements should bear upon the adequacy of plans and suitability of locations and should, if appropriate, suggest any changes considered desirable.

10. Public Hearing Requests. Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided.

11. Reply to the Corps. Comments concerning the Corps permit should be addressed to the District Engineer, US Army Corps of Engineers, Rock Island District, ATTN: OD-P, Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. **Mr. Neal Johnson (309/794-5379)** may be contacted for additional information.

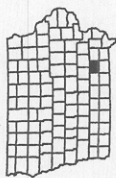
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Attach  
Plan

Neal Johnson  
Project Manager  
Regulatory Branch

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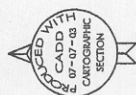
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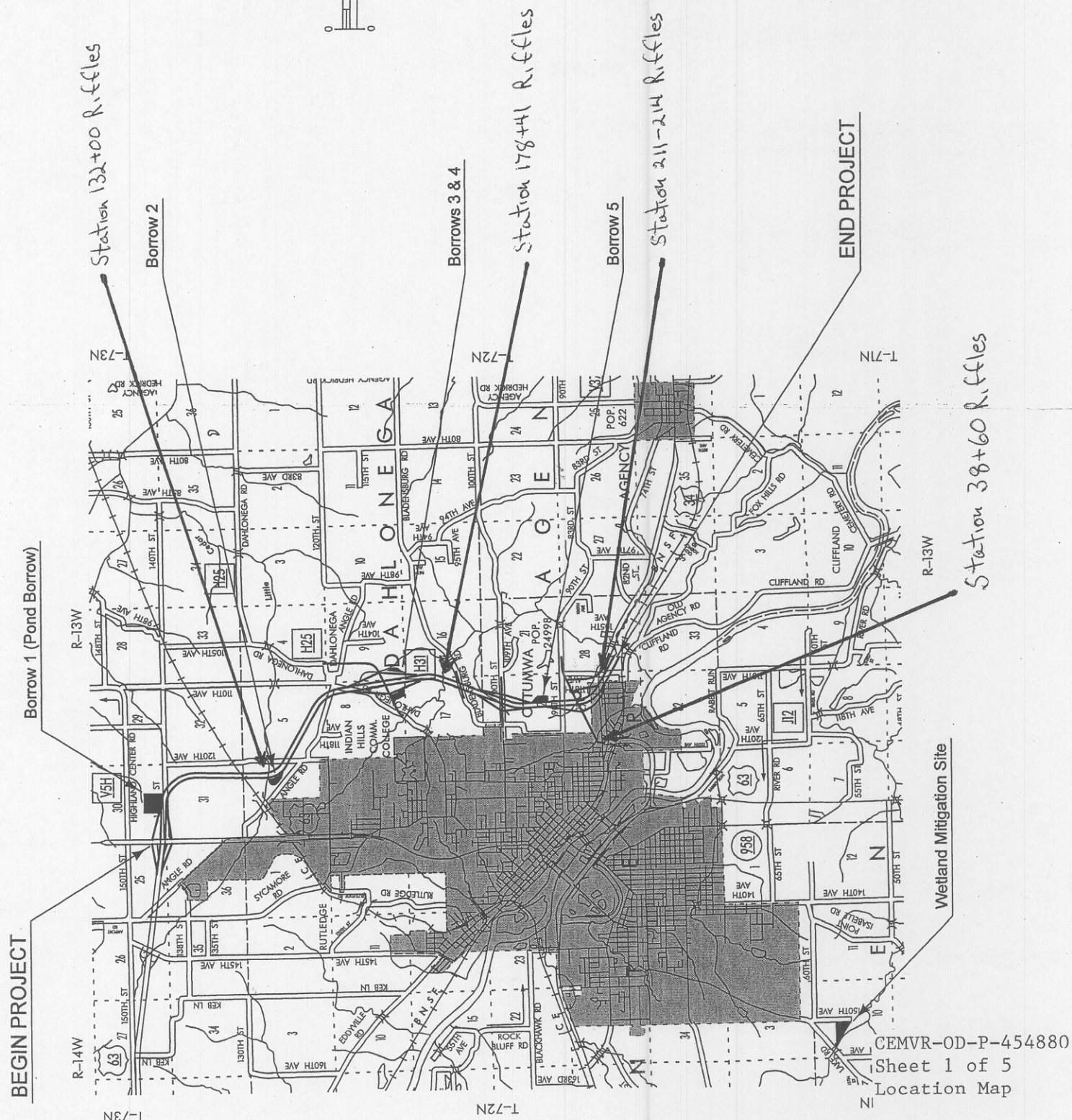
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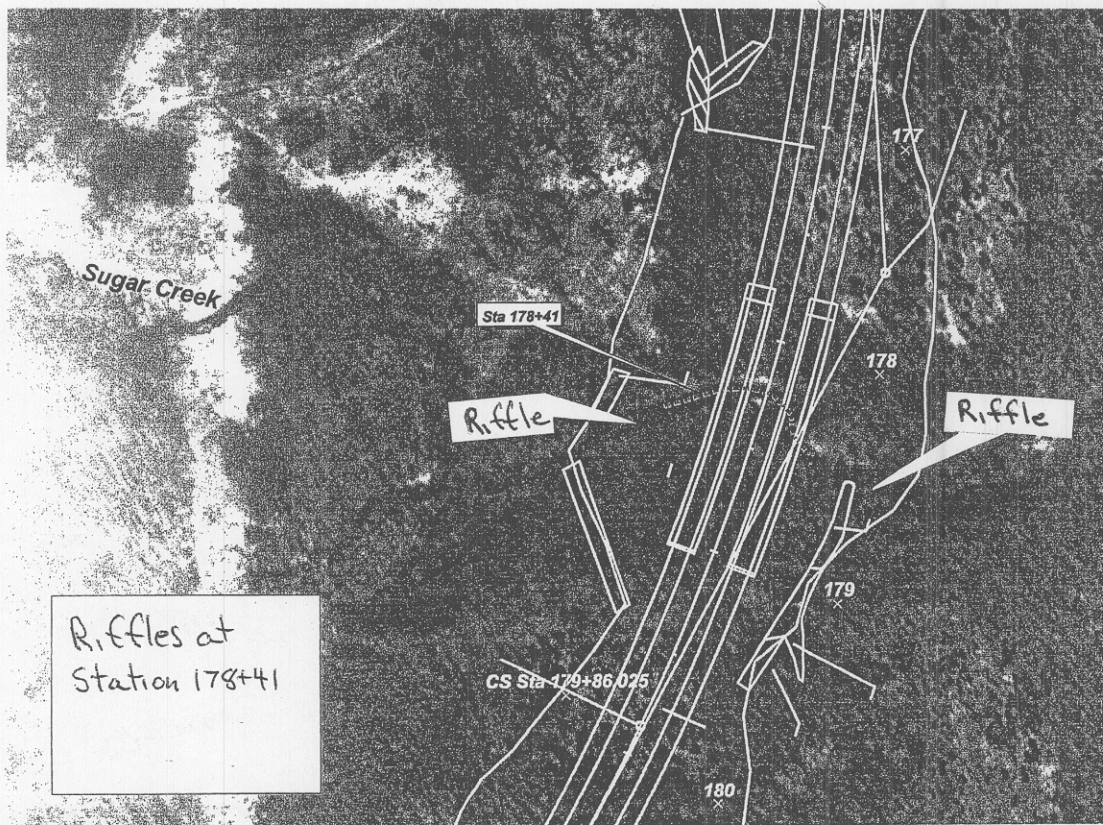
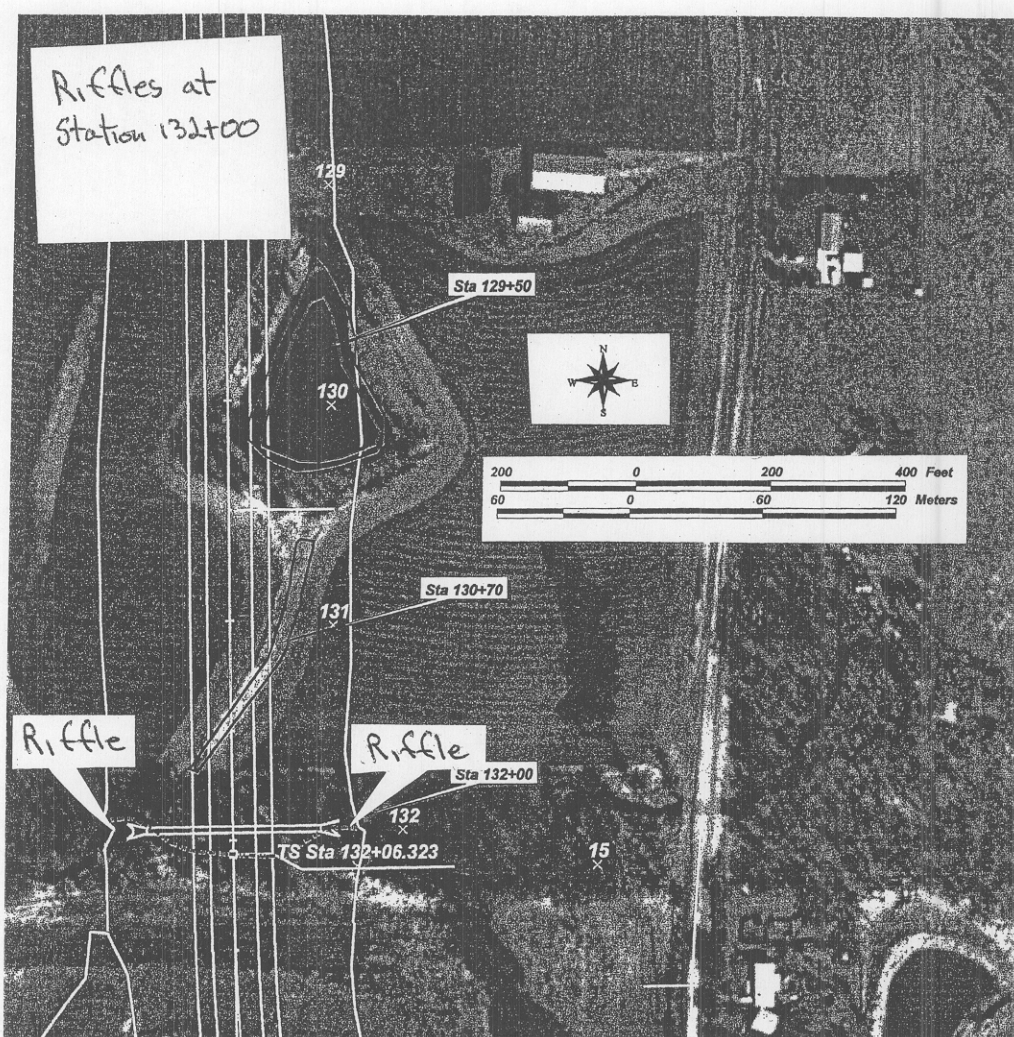








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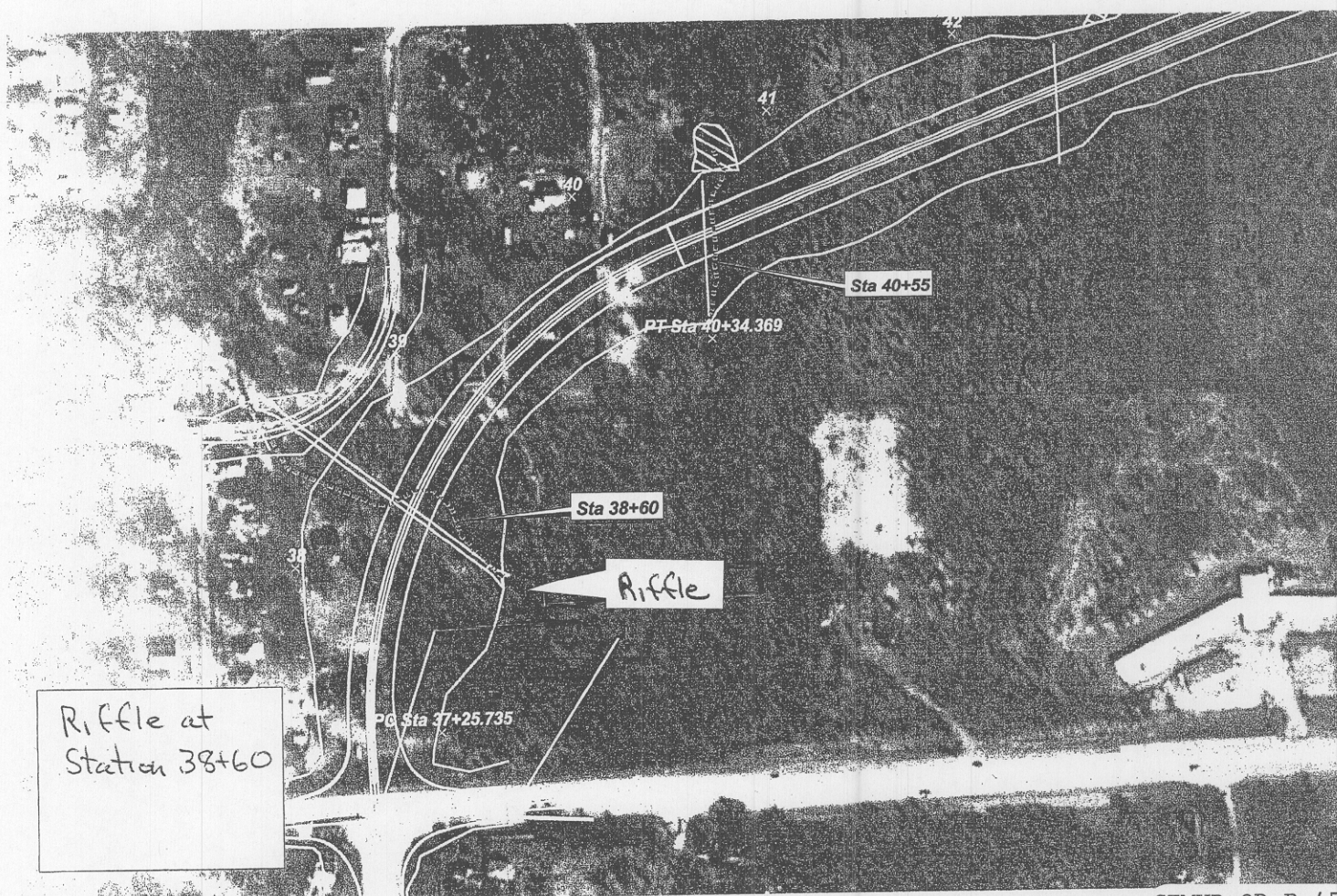




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